

## NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :
:
THE EL FARO INCIDENT OFF THE: NTSB Accident No.
COAST OF THE BAHAMAS ON : DCA16MM001
OCTOBER 1, 2015 :
:
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INTERVIEW OF: ANTHONY CALLAWAY

Monday,
October 12, 2015

Jacksonville, Florida

BEFORE:

MIKE KUCHARSKI, NTSB
[REDACTED] U.S. Coast Guard
[REDACTED] U.S Coast Guard
MIKE MILLAR, ABS
MELISSA SERRIDGE, TOTE Services
AL SHEPHERD, ABS
KEVIN STITH, TOTE Services
LESLEY STOCKER, Portus

PRESENT ON BEHALF OF THE INTERVIEWEE:

ROBERT DEES, ESQ.

This transcript was produced from audio
provided by the National Transportation Safety Board.

1 P-R-O-C-E-E-D-I-N-G-S

2 2:16 p.m.

3 MR. KUCHARSKI: Good afternoon, everyone.

4 Today is the 12th of October 2015, and it's  
5 approximately 1416 -- 2:16 in the afternoon. We are at  
6 the Marriott Hotel in Jacksonville, Florida.

7 We are getting set to interview Anthony  
8 Callaway. And this interview is for the purposes of  
9 determining probable cause in the recent accident  
10 involving the El Faro ROLO ship owned by SeaStar Lines.

11 This investigation is for the purpose of  
12 increasing safety, not to assign fault, blame or assess  
13 liability. The NTSB cannot offer any guarantee though  
14 of confidentiality or immunity from legal or license  
15 issues.

16 I'll stop there. We have no enforcement  
17 powers, but some of this information that comes out  
18 will be shared. It will be made public on a public  
19 docket.

20 A transcript -- a summary of the interview  
21 will go into the public docket. You may also ask for a  
22 copy of it before it goes so you can look at it and  
23 correct it.

24 You may have one representative of your  
25 choice. Your representative as a personal

1 representative cannot testify for you.

2 The representative's comments should be  
3 limited. They don't actually ask you questions, but  
4 they can ask for some clarifications or you can talk  
5 back and forth before you answer.

6 Objections are not grounds for the NTSB to  
7 refrain from asking the questions.

8 Do you have any questions about that so far?

9 MR. CALLAWAY: No, sir.

10 MR. KUCHARSKI: Okay. Before I ask everyone  
11 to identify themselves that are here at the interview,  
12 I'd just like to set a few minor ground rules.

13 We'll let you just free flow and talk about  
14 your job and things like that. And then, I'll start  
15 off with some specific questions.

16 And at those specific questions, if anybody  
17 in the group has a question on that one -- your answer  
18 to my question -- we'll stop. And the same thing if  
19 anybody has when we go around the room, if they ask a  
20 specific question to you and you answer, if anyone has  
21 a follow-up on that, we'll entertain at that time and  
22 not wait a long time.

23 Okay?

24 MR. CALLAWAY: Yes, sir.

25 MR. KUCHARSKI: All right, great.

1                   So I'm Mike Kucharski. I'm the group  
2 chairman of Operations for the National Transportation  
3 Safety Board.

4                   I will go around the room now and ask for  
5 everyone to identify themselves.

6                   MS. STOCKER: My name is Lesley Stocker.  
7 I'm the Director of Risk Management for Portus  
8 Services.

9                   MR. MILLAR: My name is Mike Millar, and I'm  
10 with the American Bureau of Shipping -- ABS. And I'm  
11 part of the Operations Groups that Captain Mike is in  
12 charge of.

13                  MR. SHEPHERD: My name is Alvin Shepherd.  
14 I'm with the American Bureau of Shipping with the  
15 Corporate Management Systems Certification Group.

16                  And I'm here representing the Human  
17 Performance Group (inaudible).

18                  CG INVESTIGATOR [REDACTED] Good afternoon.  
19 My name is [REDACTED] [REDACTED] with the U.S. Coast Guard.  
20 I'm a Civilian Marine Casualty Investigator. And I'm  
21 part of the Human Performance Group.

22                  MR. STITH: Kevin Stith with TOTE Services,  
23 part of the Operations Group.

24                  MS. SERRIDGE: Melissa Serridge, HR  
25 Management for TOTE Services. I'm part of the Human

1 Performance Group.

2 MR. [REDACTED] I'm [REDACTED] [REDACTED] with the  
3 Coast Guard. I'm part of the Operations Group.

4 MR. DEES: I'm Robert Dees. I'm Counsel for  
5 Portus and I'm also acting as the personal  
6 representative for Mr. Callaway for purposes of his  
7 interview today.

8 MR. KUCHARSKI: Great. Thank you, everyone.  
9 Mr. Callaway, is it okay if we record this  
10 interview?

11 MR. CALLAWAY: Yes, sir.

12 MR. KUCHARSKI: Great.

13 Okay. Would you start off by spelling your  
14 name -- your full name for us?

15 MR. CALLAWAY: A-N-T-H-O-N-Y C-A-L-L-A-W-A-  
16 Y. Middle name, James -- J-A-M-E-S.

17 MR. KUCHARSKI: Thank you.

18 Would you give us a brief description of  
19 your background in the marine industry before you came  
20 to this position?

21 MR. CALLAWAY: This -- Portus is the first  
22 job I had working on the waterfront. When I came to  
23 the company, I started as a lasher like everybody else.  
24 But I didn't do that job for very long because I had  
25 very good operating abilities, so I moved into a truck

1 pretty quickly. Started driving RoRo on the ship  
2 inside.

3 It wasn't too long after that, checker  
4 positions came open and available. I'd probably say I  
5 drove RoRo for a good couple years. And a checker  
6 position came available, so took the opportunity to  
7 move up and started checking inside as a plank clerk  
8 (phonetic) inside on RoRo.

9 Not too long -- I'd say I did that about a  
10 year. And then I took the RoRo dispatching position  
11 which is the person who's responsible for placing cargo  
12 where it's supposed to go inside.

13 And I did that probably two or three years,  
14 I'd say. And then this position -- the foreman  
15 position -- became available and -- you know -- I  
16 submitted a r sum  and got the job. So I've been here  
17 ever since. I think I've now been a foreman for about  
18 nine years.

19 MR. KUCHARSKI: Okay. That's your current  
20 position is a foreman?

21 MR. CALLAWAY: Yes, sir.

22 MR. KUCHARSKI: And this is for Portus?

23 MR. CALLAWAY: Yes, sir.

24 MR. KUCHARSKI: Do you also work for a  
25 union?

1 MR. CALLAWAY: Yes. I'm in the Seafarers  
2 Union.

3 MR. KUCHARSKI: You're in the Seafarers  
4 being the SIU?

5 MR. CALLAWAY: Yes, sir.

6 MR. KUCHARSKI: Have you worked with any  
7 other union?

8 MR. CALLAWAY: No, sir.

9 MR. KUCHARSKI: Are there any other unions  
10 in this port that also do longshore-type work?

11 MR. CALLAWAY: Yes.

12 MR. KUCHARSKI: And who would they be?

13 MR. CALLAWAY: The ILA.

14 MR. KUCHARSKI: ILA?

15 MR. CALLAWAY: Yes.

16 MR. KUCHARSKI: And as foreman, could you  
17 explain to the group what exactly you do? Let me say,  
18 what is your job description? Do you --

19 MR. CALLAWAY: I -- the -- the long and  
20 short of it is it's my job to supervise the employees  
21 in the union to ensure that they're doing the job  
22 correctly. My job is to prepare the safety briefs  
23 every morning, give a safety brief. We usually have  
24 about a 15-minute safety brief before operations.

25 And I keep time, obviously, for the -- the

1 guys.

2 But mostly -- mostly all I do all day long  
3 is run around and run them, make sure they're working,  
4 make sure everybody keeps working, make sure  
5 (inaudible) done correctly. And hopefully, everybody  
6 goes home with all parts and pieces intact everyday.

7 MR. KUCHARSKI: Okay. Do you have any other  
8 responsibilities besides working with the union  
9 employees? Do you have any responsibilities like on  
10 stow (phonetic) plans?

11 MR. CALLAWAY: No, sir.

12 MR. KUCHARSKI: On stability?

13 MR. CALLAWAY: Nope. No, sir.

14 MR. KUCHARSKI: Would it be fair to say that  
15 your responsibility is also to make sure the lashings  
16 are put on properly?

17 MR. CALLAWAY: Yes. Ultimately, that falls  
18 on me.

19 MR. KUCHARSKI: For the El Faro  
20 specifically, did you work the ship that day?

21 MR. CALLAWAY: Yes, sir.

22 MR. KUCHARSKI: From the 28th to the 29th,  
23 this is the time we're talking about.

24 Where do you spend the predominant amount of  
25 your time, or where did you spend it on that day?



1 MR. CALLAWAY: I spend most of my time  
2 watching the guys on RoRo.

3 MR. KUCHARSKI: So when you say on RoRo, is  
4 that on the ship itself?

5 MR. CALLAWAY: On the ship. I spend most of  
6 my time on the ship inside. There's two operations --  
7 the LoLo and the RoRo.

8 The RoRo to me is -- you know -- the one  
9 that needs to get done -- you know -- because it holds  
10 up the LoLo operation if it doesn't get done.

11 So I got up. I keep my guys informed. I  
12 make sure that the dispatcher is sending the correct  
13 cargo while I'm up there. I'm watching the guys and --  
14 you know -- pushing RoRo off. So --

15 MR. KUCHARSKI: And just for the record,  
16 when you say RoRo, you mean Roll on, Roll off?

17 MR. CALLAWAY: Yes, sir.

18 MR. KUCHARSKI: And by Roll on, Roll off, we  
19 mean when they drive things onto the ship --

20 MR. CALLAWAY: Yes, sir

21 MR. KUCHARSKI: -- by way of some kind of a  
22 ramp or something?

23 MR. CALLAWAY: Correct.

24 MR. KUCHARSKI: And LoLo, what would that  
25 mean?

1 MR. CALLAWAY: The outside -- the crane work  
2 up top.

3 MR. KUCHARSKI: Crane work.

4 And what would the cranes be doing up top?

5 MR. CALLAWAY: Picking them off the bottom  
6 carts from the dock with the crane, putting them up top  
7 with the gantry crane, loading it up on the main decks.

8 MR. KUCHARSKI: What would they be picking  
9 up?

10 MR. CALLAWAY: Containers.

11 MR. KUCHARSKI: Containers. Okay. Thank  
12 you.

13 And then you say you don't do a lot of work  
14 supervising that operation.

15 Could you explain to us how the containers  
16 are secured onto the deck of the vessel?

17 MR. CALLAWAY: On the LoLo? Yes. Okay.

18 Containers on the deck -- every deck has a  
19 deck socket that locks. So everything's considered --  
20 con -- connected to a deck lock and locked in place  
21 along with the twist locks that go between each  
22 container for the two, three highs -- two and three  
23 highs. And then, the outside two wing spots are lashed  
24 two high with turn buckles and rods. And that has been  
25 the standard ever since I've been there per SeaStar

1 (inaudible).

2 MR. KUCHARSKI: And when you say the wing  
3 spots, are you talking about --

4 MR. CALLAWAY: The outside two.

5 MR. KUCHARSKI: -- outboard, two rows?

6 MR. CALLAWAY: Yes, sir.

7 MR. KUCHARSKI: I'll stop there. Any  
8 questions so far?

9 MR. [REDACTED] [REDACTED] [REDACTED] with the Coast  
10 Guard.

11 Is there ever a time where you would also  
12 use those lashing rods for the third one in board?

13 MR. CALLAWAY: There has never been a case  
14 that they've asked for that. For a (inaudible) yes,  
15 correct. That's right.

16 MR. [REDACTED] Thanks.

17 MR. KUCHARSKI: Now you mentioned how the  
18 security went for the LoLo, the container operation on  
19 the main deck. Can we now talk about the RoRo?

20 MR. CALLAWAY: Yes, sir.

21 Well, the RoRo operation -- obviously, every  
22 piece has got to point -- you know -- the containers  
23 with the most simple -- obviously, we usually try to  
24 lash to the container itself because the container is  
25 the most -- strongest point of the whole thing. So we

1       lash to the four container castings.

2                   Everything -- everything has a -- everything  
3       that sits on the button gets two chains on the back.  
4       Everything that's not on a button gets six chains total  
5       -- two chains on the back, two chains on the front, two  
6       chains on the roll-out box.

7                   MR. KUCHARSKI: Let me just stop you there  
8       for one quick second.

9                   When you say the container, are you talking  
10      the container right on the deck? Or is it on something  
11      else? Is it on the chassis --

12                  MR. CALLAWAY: It's on the chassis, yes,  
13      sir.

14                  MR. KUCHARSKI: On the chassis.

15                  So it has wheels -- rubber wheels. That  
16      container is driven up on the ship --

17                  MR. CALLAWAY: Yes, sir.

18                  MR. KUCHARSKI: -- as opposed to the LoLo  
19      where there are no wheels on that?

20                  MR. CALLAWAY: Correct.

21                  MR. KUCHARSKI: They're stacked on top of  
22      each other.

23                  This is on a chassis. It's driven onto the  
24      ship -- and by a cab. We'll call it a retractor.

25                  MR. CALLAWAY: Yes, sir.

1 MR. KUCHARSKI: And then does it have some  
2 kind of a box on it or Rolox (phonetic) or anything?

3 MR. CALLAWAY: Yes. Every -- I mean, every  
4 -- everything that comes on the RoLo operation has a  
5 roll-out box.

6 And everybody knows what a roll-out box is,  
7 correct? I don't need to explain basically?

8 MR. KUCHARSKI: I don't think so.

9 MR. CALLAWAY: Okay.

10 Everything comes up with a RoRo. Nothing is  
11 ever brought on the RoRo operation without a roll-out  
12 box -- ever.

13 So they back down. They go up. They spin  
14 around in the stern. They back down to the -- down --  
15 back down through the ship to their -- wherever they're  
16 told to go by the dispatcher.

17 Everything locks into the deck as long as it  
18 can be locked into the deck on the roll-out button, I  
19 guess, is what we -- we call it which is a -- a steel  
20 round button. The roll-out boxes also have a --  
21 probably a good two-inch round stainless steel pin that  
22 locks in. There's a threaded nut that goes down. You  
23 beat it in place with a hammer. It'll lock it down  
24 real tight.

25 And then, in some instances, sometimes a

1 button will be bad or a trailer's too long to fit on a  
2 button at that certain point. At that case, we will  
3 back it up and add extra chains to the front so that  
4 the box can't move around.

5 MR. MILLAR: Mike Millar, ABS.

6 You had said that when you can't put it on  
7 the button, you'll add six chains -- two in the way of  
8 the rear tires and two up forward?

9 MR. CALLAWAY: Two up forward and two on the  
10 box.

11 MR. MILLAR: And do you know if these boxes  
12 or containers sitting on the chassis are sitting on  
13 twist locks or are they locked into the chassis in some  
14 way?

15 MR. CALLAWAY: Yes. They -- the -- the  
16 roll-out box is made with a fifth-wheel plate on it  
17 just the same as a semi. So it locks into the trailer  
18 onto the kingpin of the trailer.

19 MR. MILLAR: Okay. And would these types of  
20 containers always be 40-foot versions -- 40-foot  
21 containers?

22 MR. CALLAWAY: No. It's multiple -- 40, 45,  
23 48 and 53 is what goes onto the RoRo decks.

24 MR. MILLAR: And the third set of chains,  
25 instead of the fifth and sixth set or fifth or sixth

1 turnbuckle and chain, that gets secured to the box  
2 itself?

3 MR. CALLAWAY: Correct.

4 MR. MILLAR: Would that be secured at one  
5 end or in the middle somewhere?

6 MR. CALLAWAY: It most of the time just  
7 depends on how the d-rings lay out. Most of the time  
8 the way that we want them and the way that the lashing  
9 plan is designed is we pull back on the box, four on  
10 the container.

11 MR. MILLAR: Okay. Earlier, you had stated  
12 you were sort of responsible for making sure all the  
13 lashing was in place. Do you actually go and check  
14 every container or every piece of rolling stock that  
15 gets put in every chassis?

16 MR. CALLAWAY: We have -- we have headers  
17 designed in place. We have a designated lashing  
18 header. And that is -- is his job is to run around and  
19 make sure he checks every lash, every chain, every  
20 binder to make sure they're right on and they're on  
21 correctly.

22 MR. MILLAR: And that individual works for  
23 you?

24 MR. CALLAWAY: Yes, sir.

25 MR. MILLAR: Okay.

1                   And lashing headers is a position within the  
2 union?

3                   MR. CALLAWAY: Yes, sir.

4                   MR. MILLAR: And I noticed this is SIU, and  
5 we have members of SIU that actually sail. Have you  
6 ever sailed on a ship before?

7                   MR. CALLAWAY: No, sir.

8                   MR. MILLAR: Okay. Thank you.

9                   MR. KUCHARSKI: Let me go back and just get  
10 some point of clarification. This is Mike Kucharski  
11 again.

12                   You said every piece of rolling stock coming  
13 on that ship has the roll locks. I don't want to trick  
14 you, but you do take automobiles --

15                   MR. CALLAWAY: Correct. Yes -- I mean,  
16 that's obvious.

17                   Any semi-trailer that has a kingpin is  
18 always stuck to the roll-out box.

19                   MR. KUCHARSKI: Great.

20                   And you also take other trailers like boat  
21 trailers and things that will not be on a roll-out box.

22                   MR. CALLAWAY: We -- we will stuff anything  
23 that has a kingpin. We will stuff it with a roll-out  
24 box.

25                   So there are times when campers come aboard.



1 We will stuff those. If we cannot stuff them, we try  
2 to make sure we leave them locked into a truck. That  
3 way the truck stays on board with the camper hooked to  
4 it.

5 MR. KUCHARSKI: Okay.

6 So you mentioned off button would get so  
7 that it's off button. And let me just clarify. A  
8 button in a d-ring, can you describe what they are and  
9 where they're located?

10 MR. CALLAWAY: Yes. The button is -- is  
11 going to be located directly under the roll-out box so  
12 that a big locking pin will lock into it and keep the -  
13 - the -- to keep the trailer where it's sitting at,  
14 basically.

15 MR. KUCHARSKI: And this button, is it  
16 somehow attached to the deck?

17 MR. CALLAWAY: It is welded to the deck.  
18 Yes.

19 MR. KUCHARSKI: Welded to the deck.

20 Okay. And then what is a d-ring?

21 MR. CALLAWAY: A d-ring will be off to each  
22 side so that the chains can be attached from either the  
23 trailer or the roll-out box to the d-rings.

24 MR. KUCHARSKI: And the d-ring is made of?

25 MR. CALLAWAY: They're steel.

1 MR. KUCHARSKI: Steel?

2 And these d-rings are somehow attached to  
3 the deck also?

4 MR. CALLAWAY: They're also welded to the  
5 deck as well.

6 MR. KUCHARSKI: Welded to the deck. Thank  
7 you.

8 You also mentioned that off button would be  
9 six chains, on the button would be four chains.

10 MR. CALLAWAY: On the button is two chains  
11 in the middle of the ship. Everything on the outside  
12 wings always gets four chains which would I guess -- to  
13 clarify -- that would be the port side and the  
14 starboard side, outside two on the second deck. On the  
15 third deck, it's the outside one -- anything against  
16 the ship wall. They get four chains as well.

17 MR. KUCHARSKI: And when you say four  
18 chains, two --

19 MR. CALLAWAY: Two in the back, two forward.

20 And then also anything that is (inaudible)  
21 ship. They get four chains no matter what -- whether  
22 they're on the button or not. Anything that's in  
23 (inaudible) gets four chains no matter what. And  
24 anything that's in the stern gets four chains no matter  
25 what.

1 MR. KUCHARSKI: The stern down in the hold?

2 MR. CALLAWAY: No, sir. Up on the second  
3 deck.

4 MR. KUCHARSKI: On the second deck.

5 MR. SHEPHERD: Can I get --

6 MR. KUCHARSKI: No, let me finish with this  
7 line here because I want to clear that up.

8 So anything that is stowed fore and aft that  
9 is not on the wings or on the side of the ship -- and  
10 it's on the button -- will have how many chains?

11 MR. CALLAWAY: Two chains.

12 MR. KUCHARSKI: Two chains. And they're  
13 located where?

14 MR. CALLAWAY: In the middle, basically, on  
15 the second deck.

16 MR. KUCHARSKI: In the middle -- in the  
17 middle of the chassis?

18 MR. CALLAWAY: In the middle of the ship.

19 So there's -- I -- I hate to try to figure  
20 out how to call it.

21 We -- you know -- as -- the way that we stow  
22 it, we call -- we have a port side. We have a  
23 starboard side. And the port wing and the starboard  
24 wing, two rows fit in there. Okay? So those two rows  
25 will have four chains no matter what.

1                   The middle -- you know -- down the lane --  
2                   what we call down the lane which is the middle, and  
3                   that would be the six spots in front of the doors going  
4                   down to the third and in front of what they call Hole  
5                   5. That's all considered the middle. So in the  
6                   middle, the standard is two chains in the back as long  
7                   as they are on the boat.

8                   And then the same is for the third deck.  
9                   And the same is also for the tank top. As long as it's  
10                  in the middle, anything fore and aft gets two chains on  
11                  the boat except for 3A.

12                 MR. KUCHARSKI: Okay. I guess I wasn't  
13                 clear enough.

14                 Where are they chained physically to --  
15                 these two chains for the mid-ship stows that run fore  
16                 and aft -- where are they physically -- where do you  
17                 put the chains onto the container itself?

18                 MR. CALLAWAY: They are wrapped around the  
19                 back corner castings.

20                 MR. KUCHARSKI: So the back end. The back  
21                 end or the forward end?

22                 MR. CALLAWAY: The ass end -- the back end.

23                 MR. KUCHARSKI: The back end. Okay. Great.

24                 MR. SHEPHERD: Okay. I think I'm clear now.  
25                 On the -- what we call the ship -- the

1 exterior -- the exterior rows, they get four chains.

2 MR. CALLAWAY: Four chains.

3 MR. SHEPHERD: Unless they're not on the  
4 button and then they get six chains.

5 MR. CALLAWAY: Correct.

6 MR. SHEPHERD: Okay.

7 But they all get the four chain (inaudible).  
8 It's four chains.

9 MR. CALLAWAY: Correct.

10 MR. SHEPHERD: Okay. And that's the main  
11 deck, right -- tank-top deck, port deck (inaudible).

12 MR. CALLAWAY: Yes. The -- well, the third  
13 deck is just anything against the wall -- the boxes  
14 that are against the ship wall on the third. Those are  
15 four chains. Everything else is considered in the  
16 middle at that point. So there are only two chains  
17 except -- unless they're not on the button.

18 MR. SHEPHERD: Okay.

19 How about the second lane? If it's not  
20 against the shell or at the wall, it gets two chains?

21 MR. CALLAWAY: If they're not against the  
22 wall, correct.

23 MR. SHEPHERD: Okay. Let me just repeat  
24 this one time.

25 Let's start with the second deck.

1 MR. CALLAWAY: Second deck only.

2 MR. SHEPHERD: First of all, 3A gets four  
3 chains everywhere.

4 MR. CALLAWAY: No matter what.

5 MR. SHEPHERD: Okay. So let's put 3A aside.  
6 So second deck, if you're out by the side  
7 shell, four chains.

8 MR. CALLAWAY: Four chains.

9 MR. SHEPHERD: Everything else, unless you  
10 have (inaudible) ships, we'll put that aside, too.  
11 Anything on the (inaudible) gets four chains.

12 MR. CALLAWAY: Correct.

13 MR. SHEPHERD: Okay.

14 So we (inaudible) those ones. So if it's  
15 out by the shell, the second deck, four chains.

16 MR. CALLAWAY: Correct.

17 MR. SHEPHERD: Third deck, same thing.

18 MR. CALLAWAY: Same thing.

19 MR. SHEPHERD: Forward deck, same thing?

20 MR. CALLAWAY: Correct.

21 MR. SHEPHERD: Okay.

22 MR. CALLAWAY: And also, one more thing, the  
23 2A -- second deck -- always four chains.

24 MR. SHEPHERD: 2A and 3A?

25 MR. CALLAWAY: Yes, sir.

1 MR. SHEPHERD: Okay.

2 MR. CALLAWAY: Yes. When you started  
3 mentioning 2A, I just -- it hit me real quick.

4 MR. SHEPHERD: Okay. Thank you.

5 MR. KUCHARSKI: Mike Kucharski.

6 Is there some kind of a document, either a  
7 diagram, which shows what gets different chains? Or is  
8 there any written instruction as far as which decks --  
9 3A, 2A -- what gets --

10 MR. CALLAWAY: SeaStar has a -- has a  
11 lashing manual. Or TOTE has a lashing manual. And  
12 that -- that manual, it basically says everything that  
13 I just said. That was pretty much -- yes.

14 I mean, it's -- it's changed over the years.  
15 SeaStar's really improved the -- they -- they've  
16 improved the lashing that they've used -- you know --  
17 over the years.

18 You know, the -- the binders are much  
19 better. The turn buckles are much better. And it was  
20 already better before when I came because all this was  
21 in place before I came to work here.

22 MR. KUCHARSKI: And how about the diameter  
23 of the chain?

24 MR. CALLAWAY: Half-inch chain.

25 MR. KUCHARSKI: Half-inch.

1 Is that standard for all the chains?

2 MR. CALLAWAY: Yes, sir.

3 MR. KUCHARSKI: How about the automobiles?

4 What do you lash them with?

5 MR. CALLAWAY: The automobiles now are using  
6 a one-inch -- I want -- I want to -- we call it a -- a  
7 flip-over car strap.

8 But -- and like I said, that changed, too.  
9 They used to have a rope lashing. And they've changed  
10 to a -- the one-inch -- what do they call that thing?

11 MR. KUCHARSKI: Would it be like a strap?

12 MR. CALLAWAY: It's a strap. Yes.

13 PARTICIPANT: Webbing?

14 MR. CALLAWAY: Web-strap, yes.

15 CG INVESTIGATOR [REDACTED] [REDACTED] [REDACTED]

16 Coast Guard.

17 Just a brief follow-up. When we were on the  
18 El Yunque for our tour the other day, there were  
19 lashings with line I numerously observed down the  
20 vehicle deck.

21 You said you changed over to web-straps. Do  
22 you know why they would still be there?

23 MR. CALLAWAY: The -- the rope lashing?

24 CG INVESTIGATOR [REDACTED] The line --

25 MR. CALLAWAY: The only -- the only reason



1 they would have any rope lashing left is because it's  
2 not gone yet. So it's not all gone yet and they don't  
3 have much of the one-inch.

4 CG INVESTIGATOR [REDACTED] And just to  
5 follow-up, is that standard nylon line, or is that some  
6 kind of synthetic low-stretch product?

7 MR. CALLAWAY: I'm not sure. I have no  
8 idea.

9 CG INVESTIGATOR [REDACTED] Thank you.

10 MR. KUCHARSKI: Let me hold you there.

11 Al, you did have a question that I've asked  
12 you to hold. Please, do you want to ask that now?

13 MR. SHEPHERD: No, I'm good. But I wasn't  
14 positive I said my name when I asked my last question.

15 Al Shepherd, ABS. But thank you, Michael.

16 MR. [REDACTED] [REDACTED] [REDACTED] with the Coast  
17 Guard.

18 So you described the off-button where you  
19 would use six chains. To the best of your recollection  
20 -- I mean, I know it's hard to remember because it was  
21 a few weeks ago -- but were some of the loads secured  
22 that way that you weren't able to get on the button?  
23 Or do you not remember?

24 MR. CALLAWAY: I -- I definitely don't  
25 remember that. But I do not remember anything about

1 the El Faro last voyage that was unusual.

2 There were no -- there weren't any real big  
3 loads. There weren't any -- a lot of flatbeds, not a  
4 lot of -- you know -- unusual cargo. It was mostly all  
5 container cargo.

6 I can't recall much of anything else.

7 MR. STITH: Kevin Stith, TOTE Services.

8 There weren't any animal trailers?

9 MR. CALLAWAY: I don't remember, Kevin. I  
10 mean, I don't think so. But I can't answer that to --  
11 to know truthfully. I didn't look at the cargo stow.

12 MR. STITH: All right. Kevin Stith.

13 Neither the chief mate or the captain  
14 requested any additional lashings on anything --

15 MR. CALLAWAY: No, sir.

16 MR. STITH: -- that you can remember? Okay.

17 Do you remember if you had any problems or  
18 any defective lashings or asked for any new ones or  
19 anything like that?

20 MR. CALLAWAY: No, sir.

21 MR. STITH: Any damage? Okay.

22 MR. CALLAWAY: The -- the -- the mates are  
23 really, really good about making sure they kick out any  
24 chains that look like they're not doing well or any  
25 binders that are froze up. They -- they're really good

1 about that.

2 MR. STITH: All right.

3 MR. KUCHARSKI: Mike Kucharski.

4 Are you aware of any testing program of  
5 those chains --

6 MR. CALLAWAY: No, sir.

7 MR. KUCHARSKI: -- chains and lashing?

8 This is Mike Kucharski again.

9 Did you have any discussions during the load  
10 out with the captain or the chief mate?

11 MR. CALLAWAY: No, sir.

12 MR. KUCHARSKI: Did you have any problems  
13 with any of the lashing crew?

14 MR. CALLAWAY: No, sir.

15 MR. KUCHARSKI: So in your estimation,  
16 everything was done correctly?

17 MR. CALLAWAY: Yes.

18 MR. MILLAR: Mike Millar, ABS.

19 How many people are on a typical crew -- in  
20 your crew that are going to conduct lashing operations?

21 MR. CALLAWAY: Generally, most of the time  
22 it's usually 14 to 16 guys that are lashing.

23 MR. MILLAR: And does that include the  
24 individuals that would support the lift-on, lift-off  
25 container operation, too?

1 MR. CALLAWAY: No, sir. That's just the  
2 RoRo operation.

3 MR. MILLAR: Okay. And how many people  
4 would you have involved in supervising the container  
5 operation?

6 MR. CALLAWAY: There's a total of two top  
7 men on each crane up top.

8 And there's no lashing header to go around  
9 and check all that. That's just me running around  
10 putting a hand on them.

11 MR. MILLAR: Okay.

12 Have there been any occasions where your  
13 crew are saying look, we don't have enough of these  
14 lashings or we need more lashings or this one's not  
15 working, can we get some replacements? How is that  
16 handled?

17 MR. CALLAWAY: The -- as far as not having  
18 enough lashing, that's never ever been a case. There's  
19 always been enough lashing. If it's not on board, then  
20 it's on the ground in some bins outside.

21 But we don't -- we never have -- not have  
22 enough lashing.

23 MR. MILLAR: So would defective lashing be  
24 tossed in a separate bin?

25 MR. CALLAWAY: Correct. The -- the crew

1 members usually paint them. And they'll put them to  
2 the side or put them in a barrel. And then the SeaStar  
3 guy will take them off the ship and dispose of them.

4 MR. MILLAR: Okay. So you don't know what  
5 happens to those --

6 MR. CALLAWAY: No, sir.

7 MR. MILLAR: -- lashings?

8 Thank you.

9 MR. SHEPHERD: Al Shepherd, ABS, again.

10 The El Faro was in and out pretty quickly,  
11 right? About weekly?

12 MR. CALLAWAY: Yes.

13 MR. SHEPHERD: You see them pretty often.

14 Do you know the crew members?

15 MR. CALLAWAY: Yes.

16 MR. SHEPHERD: I mean, you're probably  
17 talking because you see them often so you had  
18 conversations about the weather, about the cargo, about  
19 any other thing, right? It could be things related to  
20 work to loading operations or offloading or just things  
21 generally -- maybe football games? Is that correct?

22 MR. CALLAWAY: Yes.

23 MR. SHEPHERD: Do you know any of them  
24 personally like you'll have a beer with one of them  
25 once in a while?

1 MR. CALLAWAY: No, I don't have any outside  
2 relationships with anybody.

3 MR. SHEPHERD: Just trying to understand.

4 But you knew some of them by name just by  
5 seeing them so frequently?

6 Any conversations that day that stand out in  
7 your mind about anything with concerns -- any concerns  
8 the crew might have had -- any complaints, any thing  
9 that stands out?

10 MR. CALLAWAY: No, sir. I mean --

11 MR. SHEPHERD: All normal?

12 MR. CALLAWAY: Not a clue.

13 MR. SHEPHERD: All right. Okay.

14 One more question. I guess that's it. It  
15 was (inaudible) but it escapes me now. Okay.

16 Nothing stood out that they (inaudible)?

17 MR. CALLAWAY: No, sir.

18 MR. SHEPHERD: Thank you.

19 MR. KUCHARSKI: Was there any difference in  
20 how you lashed seasonally between the two seasons? Or  
21 do you have any seasons?

22 MR. CALLAWAY: No, sir. Whenever -- when I  
23 first came to work there, they had what they called a  
24 seasonal. They had a hurricane lash and then they had  
25 a regular lash.

1                   Whenever I became the foreman, we were -- I  
2                   guess it was -- it was just one of -- it was one of  
3                   those deals where I just got tired of talking about  
4                   when the lashing was supposed to be done -- when the  
5                   hurricane lash, when the regular lash was supposed to  
6                   be done. And that was -- at that point, somewhere in  
7                   that area that we decided we were going to do hurricane  
8                   lashing from now on no matter what. We'll just make  
9                   that standard. And that's been the standard ever  
10                  since.

11                 MR. KUCHARSKI: When the vessel leaves, do  
12                 you look at the draft box at all?

13                 MR. CALLAWAY: No, sir.

14                 MR. KUCHARSKI: Is there a master list of  
15                 things you can or cannot do as far as where stows go --  
16                 things you shouldn't put in certain places?

17                 MR. CALLAWAY: The only exception to that  
18                 would be hazardous cargo is all I know.

19                 MR. KUCHARSKI: Okay.

20                 Any other questions?

21                 MR. SHEPHERD: What was the date of --

22                 MR. KUCHARSKI: Could you identify yourself?

23                 MR. SHEPHERD: Yes. I'm sorry. Yes. Al  
24                 Shepherd, ABS.

25                 Would you please the (inaudible)?

1 MR. CALLAWAY: I have to look.

2 We discharged -- according to that calendar  
3 -- so we discharged the El Faro on the 5th -- am I  
4 correct? And we loaded it back on the 6th.

5 Or am I -- am I off a week?

6 PARTICIPANT: You're off a week.

7 MR. CALLAWAY: I'm off a week.

8 So then it would be -- we discharged on the  
9 28th of September, loaded back on the 29th.

10 MR. SHEPHERD: Thank you.

11 MR. CALLAWAY: Yes. I'm off a week. Sorry.

12 MR. KUCHARSKI: And just to go back, you had  
13 no work on any pre-stow or stow plans -- just the final  
14 stows or stability?

15 MR. CALLAWAY: No, sir.

16 MR. KUCHARSKI: And who do you report to  
17 directly?

18 MR. CALLAWAY: I report to Butch Newkirk and  
19 Chris Deberry directly.

20 MR. KUCHARSKI: Okay.

21 On the date of that last load -- the 28th,  
22 29th -- who did you report to directly?

23 MR. CALLAWAY: Chris Deberry and Butch  
24 Newkirk.

25 MR. KUCHARSKI: They were both there?



1 MR. CALLAWAY: Yes, sir.

2 Butch was the stow guy for the vessel, and  
3 Deberry is just my immediate supervisor is all for that  
4 day.

5 CG INVESTIGATOR [REDACTED] [REDACTED] [REDACTED]  
6 Coast Guard.

7 So prior to the vessel leaving Jacksonville  
8 on this voyage under investigation, can you describe  
9 the areas of the ship you visited?

10 MR. CALLAWAY: The whole thing.

11 CG INVESTIGATOR [REDACTED] Okay.

12 Did you go below the watertight deck?

13 MR. CALLAWAY: Yes.

14 CG INVESTIGATOR [REDACTED] Mike asked you a  
15 question from the NTSB about like anywhere where  
16 certain cargo is not (inaudible). Do you recall going  
17 back in the number 3 deck in the vicinity of the engine  
18 room door -- the engine room door where you would enter  
19 that watertight door and then go back into the engine  
20 room space? And that would be on the port side of the  
21 vessel. Do you recall that area?

22 MR. CALLAWAY: I did not go walking back in  
23 that area specifically, no.

24 CG INVESTIGATOR [REDACTED] On voyages of the  
25 El Yunque or the El Faro, have you ever observed damage

1 to the cargo or ship?

2 MR. CALLAWAY: Ever observed damage to the  
3 cargo?

4 CG INVESTIGATOR [REDACTED] Okay. We'll talk  
5 cargo first.

6 Have you seen cargo damage on a previous  
7 voyage of those two ships?

8 MR. CALLAWAY: Only -- only damage that --  
9 that we would have caused.

10 CG INVESTIGATOR [REDACTED] No, not you  
11 caused. Have you observed damage?

12 MR. CALLAWAY: No.

13 CG INVESTIGATOR [REDACTED] Have you ever seen  
14 damage to like on the El Faro to the attachment system?

15 You talked about d-rings and buttons in the  
16 deck -- the vehicle deck. You have the cruciform cut-  
17 outs where you would attach. Have you ever seen damage  
18 to those?

19 MR. CALLAWAY: No. There was no damage.

20 Anytime any kind of wear is on anything, you  
21 just tell the crew members and usually they get it  
22 fixed within the next couple voyages. But most of the  
23 time, everything's okay.

24 CG INVESTIGATOR [REDACTED] So we were on the  
25 El Yunque after the house superstructure. There were

1 welders working. Do you have any idea what those type  
2 of individuals would be doing prior to departure on a  
3 voyage?

4 MR. CALLAWAY: Of the welders?

5 CG INVESTIGATOR [REDACTED] Yes.

6 MR. CALLAWAY: No, sir.

7 CG INVESTIGATOR [REDACTED] Okay.

8 So in your mind that you can recall  
9 personally, do you recall the El Faro or the El Yunque  
10 ever losing containers over the side?

11 MR. CALLAWAY: No, sir.

12 CG INVESTIGATOR [REDACTED] What about  
13 container stacks tumble?

14 MR. CALLAWAY: No.

15 CG INVESTIGATOR [REDACTED] On this particular  
16 voyage -- the one that's under investigation -- do you  
17 remember vessels stowed on board the -- cargo for  
18 transport -- stowed on board the vessel?

19 MR. CALLAWAY: Do I remember -- I don't  
20 understand.

21 CG INVESTIGATOR [REDACTED] Were there boats,  
22 sailboats? Any kind of cargo vessels that will be  
23 stowed aboard -- small boats -- recreational boats --  
24 that kind of stuff.

25 MR. CALLAWAY: Do I remember like

1 specifically that ship?

2 CG INVESTIGATOR [REDACTED] Yes. On that run.

3 MR. CALLAWAY: No, sir. I wouldn't -- I  
4 mean, I go up there and look around. But it's -- it's  
5 always the same thing week after week after week after  
6 week.

7 And it's different cargo all the time. So I  
8 don't remember specifically what exactly would have  
9 been loaded up there. No.

10 CG INVESTIGATOR [REDACTED] Okay. If I --

11 MR. CALLAWAY: I mean, I know there was  
12 containers. I know there was some rolling stock that  
13 came off. But I don't know specifically exactly what -  
14 - I can't remember what it was exactly.

15 CG INVESTIGATOR [REDACTED] Okay. Because we  
16 saw it when we were on the El Yunque. We saw like a  
17 shrink-wrapped brand new boat on a trailer. And I'm  
18 just asking you if you recall like a new boat subject  
19 to delivery on that voyage?

20 MR. CALLAWAY: No. I do not absolutely  
21 remember that.

22 MR. STITH: Kevin Stith, TOTE Services.

23 In (inaudible) number 3 on third deck -- you  
24 know where the doors are to the engine room, correct?

25 MR. CALLAWAY: Yes.

1 MR. STITH: Do you remember seeing if they  
2 were opened or closed?

3 MR. CALLAWAY: No. I mean, Kevin, 90  
4 percent of the time, they're open when we go down  
5 there.

6 MR. STITH: Okay.

7 MR. CALLAWAY: On both sides.

8 I actually don't think there's a door on the  
9 whole (inaudible) side, is there? I don't think there  
10 is.

11 MR. STITH: I can't -- it's hard to recall.  
12 Now you're asking me questions.

13 MR. CALLAWAY: Yes. I'm -- I don't know,  
14 buddy.

15 I -- I do know there's a door on the -- on  
16 the 3 Delta side. But it's normally open when we go  
17 down there.

18 MR. STITH: All right. Okay. Thank you.

19 MR. MILLAR: Mike Millar, ABS.

20 When your crew or you are going through the  
21 RoRo decks below the second deck, how do you access  
22 those locations? Walk down a ramp? Or --

23 MR. CALLAWAY: When we are unlashings, that's  
24 the only time that we'll send -- and it's every now and  
25 then. It usually depends on the stow

1                   If there's a big stow, there's a lot to do  
2 up there. Then we'll send maybe one or two guys down  
3 the -- the hatchways.

4                   But they're always already open. Our guys  
5 do not open and close those hatches. That is for crew  
6 members only.

7                   So I have a couple of guys go down into the  
8 3 Bravo deck to start unlashing. And then after that,  
9 they wait on the watertight doors to open up.

10                  MR. MILLAR: Would it be typical for some of  
11 your crew to walk through the engine spaces to go from  
12 Hold 3 to Hold 5?

13                  MR. CALLAWAY: Every now and then. Every  
14 now and then, yes. But it's very rare.

15                  CG INVESTIGATOR [REDACTED] This is [REDACTED]  
16 [REDACTED] Coast Guard. Follow-up.

17                  Could you just clarify hatches?

18                  MR. CALLAWAY: The -- Kevin, I'm not even  
19 sure exactly what you guys call them. The -- the  
20 entrance ways up against the wings on the second deck  
21 to get down to the cargo hold.

22                  CG INVESTIGATOR [REDACTED] Scuttles?

23                  MR. CALLAWAY: Scuttle. Yes.

24                  MR. SHEPHERD: (Inaudible).

25                  MR. CALLAWAY: Yes. And -- you know -- like

1 I said, the only reason for that is because there's a  
2 big load to come off. And it takes so long for trucks  
3 to get back there to clear out. They -- they just send  
4 them down hatchways so that they can get in there and  
5 start unlashings -- get ahead of trucks.

6 MR. KUCHARSKI: Mike Kucharski.

7 Are you familiar with the term port mates  
8 (phonetic)?

9 MR. CALLAWAY: The -- who is that? Just  
10 give me his name.

11 MR. KUCHARSKI: I don't have a name. But  
12 TOTE from time to time has port mates that come on just  
13 to assist you.

14 MR. CALLAWAY: Oh, like a day mate?

15 MR. KUCHARSKI: Like a day mate.

16 MR. CALLAWAY: Okay. Yes.

17 MR. KUCHARSKI: Was there any port mate or  
18 day mate on that?

19 MR. CALLAWAY: I'm not sure.

20 The only day mate that I usually know of is  
21 Chief Mate Ray (phonetic). And the -- the other guy,  
22 I'm -- I'm not too positive who is he or when he's a  
23 day mate.

24 MR. KUCHARSKI: Okay.

25 Do you keep any kind of log -- written or

1 electronic -- relating to the work that was performed  
2 on the El Faro?

3 MR. CALLAWAY: No, sir.

4 MR. KUCHARSKI: Any other questions?

5 (No audible response.)

6 MR. KUCHARSKI: Okay.

7 We'll stop the interview at 1458.

8 Thank you very much.

9 (Whereupon, at 2:58 p.m., the hearing was  
10 adjourned.)



<b>A</b>	
<b>A-N-T-H-O-N-Y</b>	
5:15	
<b>abilities</b> 5:25	
<b>able</b> 25:22	
<b>aboard</b> 16:25 35:23	
<b>ABS</b> 1:14,15 4:10	
14:5 25:15 27:18	
29:9 31:24 37:19	
<b>absolutely</b> 36:20	
<b>access</b> 37:21	
<b>accident</b> 1:4 2:9	
<b>acting</b> 5:5	
<b>add</b> 14:3,7	
<b>additional</b> 26:14	
<b>adjourned</b> 40:10	
<b>aft</b> 19:8 20:10,16	
<b>afternoon</b> 2:3,5	
4:18	
<b>ago</b> 25:21	
<b>ahead</b> 39:5	
<b>AI</b> 1:15 25:11,15	
29:9 31:23	
<b>Alvin</b> 4:13	
<b>American</b> 4:10,14	
<b>amount</b> 8:24	
<b>animal</b> 26:8	
<b>answer</b> 3:5,17,20	
26:10	
<b>Anthony</b> 1:7 2:7	
<b>anybody</b> 3:16,19	
30:2	
<b>Anytime</b> 34:20	
<b>approximately</b> 2:5	
<b>area</b> 31:7 33:21,23	
<b>areas</b> 33:9	
<b>aside</b> 22:5,10	
<b>asked</b> 11:14 25:11	
25:14 26:18 33:14	
<b>asking</b> 3:7 36:18	
37:12	
<b>ass</b> 20:22	
<b>assess</b> 2:12	
<b>assign</b> 2:12	
<b>assist</b> 39:13	
<b>attach</b> 34:17	
<b>attached</b> 17:16,22	
18:2	
<b>attachment</b> 34:14	
<b>audible</b> 40:5	
<b>audio</b> 1:24	
<b>automobiles</b> 16:14	
24:3,5	
<b>available</b> 6:4,6,15	
<b>aware</b> 27:4	
<b>B</b>	
<b>back</b> 3:5 12:3,5	
13:13,14,15 14:3	
15:9 16:9 18:19	
20:6,19,20,20,22	
20:23 32:4,9,12	
33:17,19,22 39:3	
<b>background</b> 5:19	
<b>bad</b> 14:1	
<b>BAHAMAS</b> 1:4	
<b>barrel</b> 29:2	
<b>basically</b> 13:7	
17:14 19:14 23:12	
<b>beat</b> 13:23	
<b>beer</b> 29:24	
<b>BEHALF</b> 1:19	
<b>best</b> 25:19	
<b>better</b> 23:19,19,20	
<b>big</b> 17:12 26:2 38:1	
39:2	
<b>bin</b> 28:24	
<b>binder</b> 15:20	
<b>binders</b> 23:18	
26:25	
<b>bins</b> 28:20	
<b>blame</b> 2:12	
<b>board</b> 1:1,24 4:3	
11:12 17:3 28:19	
35:17,18	
<b>boat</b> 16:20 20:7,11	
36:17,18	
<b>boats</b> 35:21,23,23	
<b>bottom</b> 10:5	
<b>box</b> 12:6 13:2,5,6	
13:12 14:4,10,16	
15:1,9 16:18,21	
16:24 17:11,23	
31:12	
<b>boxes</b> 13:20 14:11	
21:13	
<b>brand</b> 36:17	
<b>Bravo</b> 38:8	
<b>brief</b> 5:18 7:23,24	
24:17	
<b>briefs</b> 7:22	
<b>brought</b> 13:11	
<b>buckles</b> 10:24	
23:19	
<b>buddy</b> 37:14	
<b>Bureau</b> 4:10,14	
<b>Butch</b> 32:18,23	
33:2	
<b>button</b> 12:3,4 13:18	
13:20 14:1,2,7	
17:6,7,8,10,15	
18:8,9,10,22	
19:10 21:4,17	
25:22	
<b>buttons</b> 34:15	
<b>C</b>	
<b>C-A-L-L-A-W-A</b>	
5:15	
<b>cab</b> 12:24	
<b>calendar</b> 32:2	
<b>call</b> 12:24 13:19	
19:20,22 20:2,4	
20:25 24:6,10	
38:19	
<b>Callaway</b> 1:7 2:8	
3:9,24 5:6,9,11,15	
5:21 6:21,23 7:1,5	
7:8,11,13,15,19	
8:11,13,17,21 9:1	
9:5,17,20,23 10:1	
10:5,10,17 11:4,6	
11:13,20 12:12,17	
12:20,25 13:3,9	
14:9,15,22 15:3,6	
15:16,24 16:3,7	
16:15,22 17:10,17	
17:21,25 18:4,10	
18:19 19:2,11,14	
19:18 20:18,22	
21:2,5,9,12,21	
22:1,4,8,12,16,18	
22:20,22,25 23:2	
23:10,24 24:2,5	
24:12,14,23,25	
25:7,24 26:9,15	
26:20,22 27:6,11	
27:14,17,21 28:1	
28:6,17,25 29:6	
29:12,15,22 30:1	
30:10,12,17,22	
31:13,17 32:1,7	
32:11,15,18,23	
33:1,10,13,22	
34:2,8,12,19 35:4	
35:6,11,14,19,25	
36:3,11,20,25	
37:3,7,13,23	
38:13,18,23,25	
39:9,14,16,19	
40:3	
<b>called</b> 30:23	
<b>camper</b> 17:3	
<b>campers</b> 16:25	
<b>captain</b> 4:11 26:13	
27:10	
<b>car</b> 24:7	
<b>cargo</b> 6:11 9:13	
26:4,5,11 29:18	
31:18 33:16 34:1	
34:3,5,6 35:17,22	
36:7 38:21	
<b>carts</b> 10:6	
<b>case</b> 11:13 14:2	
28:18	
<b>castings</b> 12:1 20:19	
<b>Casualty</b> 4:20	
<b>cause</b> 2:9	
<b>caused</b> 34:9,11	
<b>certain</b> 14:2 31:16	
33:16	
<b>Certification</b> 4:15	
<b>CG</b> 4:18 24:15,24	
25:4,9 33:5,11,14	
33:24 34:4,10,13	
34:24 35:5,7,12	
35:15,21 36:2,10	
36:15 38:15,22	
<b>chain</b> 15:1,19 21:7	
23:23,24	
<b>chained</b> 20:14	
<b>chains</b> 12:3,4,5,5,6	

14:3,7,24 17:22  
 18:9,9,10,12,16  
 18:18,21,23,24  
 19:10,11,12,25  
 20:6,10,15,17  
 21:1,2,4,8,15,16  
 21:20 22:3,7,8,11  
 22:15,23 23:7  
 24:1 25:19 26:24  
 27:5,7  
**chairman** 4:2  
**changed** 23:14  
 24:8,9,21  
**charge** 4:12  
**chassis** 12:11,12  
 12:14,23 14:12,13  
 15:15 19:17  
**check** 15:13 28:9  
**checker** 6:3,5  
**checking** 6:7  
**checks** 15:19  
**chief** 26:13 27:10  
 39:21  
**choice** 2:25  
**Chris** 32:19,23  
**Civilian** 4:20  
**clarification** 16:10  
**clarifications** 3:4  
**clarify** 17:7 18:13  
 38:17  
**clear** 19:7 20:13,24  
 39:3  
**clerk** 6:7  
**close** 38:5  
**closed** 37:2  
**clue** 30:12  
**Coast** 1:4,13,14  
 4:19 5:3 11:9  
 24:16 25:16 33:6  
 38:16  
**come** 16:25 39:2,12  
**comes** 2:17 13:4,10  
**coming** 16:12  
**comments** 3:2  
**company** 5:23  
**complaints** 30:8  
**con** 10:20  
**concerns** 30:7,7

**conduct** 27:20  
**confidentiality** 2:14  
**connected** 10:20  
**considered** 10:19  
 20:5 21:15  
**container** 10:22  
 11:18,24,24 12:1  
 12:9,10,16 15:10  
 15:14 20:17 26:5  
 27:25 28:4 35:13  
**containers** 10:10  
 10:11,15,18 11:22  
 14:12,20,21 35:10  
 36:12  
**conversations**  
 29:18 30:6  
**copy** 2:22  
**corner** 20:19  
**Corporate** 4:15  
**correct** 2:23 9:12  
 9:23 11:15 12:20  
 13:7 15:3 16:15  
 21:5,9,22 22:12  
 22:16,20 28:25  
 29:21 32:4 36:24  
**correctly** 7:22 8:5  
 15:21 27:16  
**Counsel** 5:4  
**couple** 6:5 34:22  
 38:7  
**crane** 10:1,3,6,7  
 28:7  
**cranes** 10:4  
**crew** 27:13,19,20  
 28:13,25 29:14  
 30:8 34:21 37:20  
 38:5,11  
**cruciform** 34:16  
**current** 6:19  
**cut** 34:16

---

**D**


---

**d-ring** 17:8,20,21  
 17:24  
**d-rings** 15:7 17:23  
 18:2 34:15  
**damage** 26:21  
 33:25 34:2,6,8,11

34:14,17,19  
**date** 31:21 32:21  
**day** 8:2,20,25 24:18  
 30:6 33:4 39:14  
 39:15,18,20,23  
**DCA16MM001** 1:4  
**deals** 31:3  
**Deberry** 32:19,23  
 33:3  
**decided** 31:7  
**deck** 10:16,18,18  
 10:19,20 11:19  
 12:10 13:17,18  
 17:16,17,19 18:3  
 18:5,6,14,15 19:3  
 19:4,15 20:8  
 21:11,11,11,13,25  
 22:1,6,15,17,19  
 22:23 24:20 33:12  
 33:17 34:16,16  
 36:23 37:21 38:8  
 38:20  
**decks** 10:7 14:23  
 23:8 37:21  
**Dees** 1:20 5:4,4  
**defective** 26:18  
 28:23  
**definitely** 25:24  
**delivery** 36:19  
**Delta** 37:16  
 1:13 5:2,2  
 11:9,9,16 25:16  
 25:16  
**departure** 35:2  
**depends** 15:7  
 37:25  
**describe** 17:8 33:8  
**described** 25:18  
**description** 5:18  
 7:18  
**designated** 15:17  
**designed** 15:9,17  
**determining** 2:9  
**diagram** 23:7  
**diameter** 23:22  
**difference** 30:19  
**different** 23:7 36:7  
**directly** 17:11

32:17,19,22  
**Director** 4:7  
**discharged** 32:2,3  
 32:8  
**discussions** 27:9  
**dispatcher** 9:12  
 13:16  
**dispatching** 6:10  
**dispose** 29:3  
**dock** 10:6  
**docket** 2:19,21  
**document** 23:6  
**doing** 7:21 10:4  
 26:24 35:2  
**door** 33:18,18,19  
 37:8,15  
**doors** 20:3 36:24  
 38:9  
**draft** 31:12  
**drive** 9:19  
**driven** 12:16,23  
**driving** 6:1  
**drove** 6:5

---

**E**


---

**Earlier** 15:11  
**either** 17:22 23:6  
**EI** 1:4 2:10 8:19  
 24:18 26:1 29:10  
 32:3 33:25,25  
 34:14,25 35:9,9  
 36:16 40:2  
**electronic** 40:1  
**employees** 7:20 8:9  
**enforcement** 2:16  
**engine** 33:17,18,19  
 36:24 38:11  
**ensure** 7:21  
**enter** 33:18  
**entertain** 3:21  
**entrance** 38:20  
**escapes** 30:15  
**ESQ** 1:20  
**estimation** 27:15  
**everybody** 5:23 8:4  
 8:5 13:6  
**everyday** 8:6  
**everything's** 10:19

34:23  
**exactly** 7:17 36:8  
 36:13,14 38:19  
**exception** 31:17  
**explain** 7:17 10:15  
 13:7  
**exterior** 21:1,1  
**extra** 14:3

---

## F

---

**fair** 8:14  
**falls** 8:17  
**familiar** 39:7  
**far** 3:8 11:8 23:8  
 28:17 31:15  
**Faro** 1:4 2:10 8:19  
 26:1 29:10 32:3  
 33:25 34:14 35:9  
 40:2  
**fault** 2:12  
 1:14 4:18  
 4:19 24:15,15,24  
 25:4,9 33:5,5,11  
 33:14,24 34:4,10  
 34:13,24 35:5,7  
 35:12,15,21 36:2  
 36:10,15 38:15,16  
 38:22  
**fifth** 14:25,25  
**fifth-wheel** 14:16  
**figure** 19:19  
**final** 32:13  
**finish** 19:6  
**first** 5:21 22:2  
 30:23 34:5  
**fit** 14:1 19:24  
**fixed** 34:22  
**flatbeds** 26:3  
**flip-over** 24:7  
**Florida** 1:10 2:6  
**flow** 3:13  
**follow-up** 3:21  
 24:17 25:5 38:16  
**football** 29:21  
**fore** 19:8 20:10,15  
**foreman** 6:14,17,20  
 7:16 31:1  
**forth** 3:5

**forward** 14:8,9  
 18:19 20:21 22:19  
**four** 12:1 15:9 18:9  
 18:12,16,17,21,23  
 18:24 19:25 21:1  
 21:2,7,8,15 22:2,7  
 22:8,11,15,23  
**free** 3:13  
**frequently** 30:5  
**front** 12:5 14:3 20:3  
 20:4  
**froze** 26:25  
**full** 5:14

---

## G

---

**games** 29:21  
**gantry** 10:7  
**generally** 27:21  
 29:21  
**getting** 2:7  
**give** 5:18 7:23  
 39:10  
**go** 2:21 3:19 4:4  
 6:12 10:21 13:13  
 13:16 15:13 16:9  
 28:8 31:15 32:12  
 33:12,19,22 36:4  
 37:4,16 38:7,11  
**goes** 2:22 8:6 13:22  
 14:23  
**going** 17:11 20:3  
 27:20 31:7 33:16  
 37:20  
**good** 2:3 4:18 5:25  
 6:5 13:21 25:13  
 26:23,25  
**great** 3:25 5:8,12  
 16:19 20:23  
**ground** 3:12 28:20  
**grounds** 3:6  
**group** 3:17 4:1,15  
 4:17,21,23 5:1,3  
 7:17  
**Groups** 4:11  
**guarantee** 2:13  
**Guard** 1:13,14 4:19  
 5:3 11:10 24:16  
 25:17 33:6 38:16

**guess** 13:19 18:12  
 20:12 30:14 31:2  
**guy** 29:3 33:2 39:21  
**guys** 8:1 9:2,11,13  
 27:22 38:2,4,7,19

---

## H

---

**Half-inch** 23:24,25  
**hammer** 13:23  
**hand** 28:10  
**handled** 28:16  
**happens** 29:5  
**hard** 25:20 37:11  
**hatches** 38:5,17  
**hatchways** 38:3  
 39:4  
**hate** 19:19  
**hazardous** 31:18  
**header** 15:18 28:8  
**headers** 15:16 16:1  
**hearing** 40:9  
**high** 10:24  
**highs** 10:22,23  
**hit** 23:3  
**hold** 19:1 25:10,12  
 38:12,12,21  
**holds** 9:9  
**Hole** 20:4  
**home** 8:6  
**hooked** 17:3  
**hopefully** 8:5  
**Hotel** 2:6  
**house** 34:25  
**HR** 4:24  
**Human** 4:16,21,25  
**hurricane** 30:24  
 31:5,7

---

## I

---

**idea** 25:8 35:1  
**identify** 3:11 4:5  
 31:22  
**ILA** 7:13,14  
**immediate** 33:3  
**immunity** 2:14  
**improved** 23:15,16  
**inaudible** 4:17 8:5  
 11:1,14 18:20,23

21:7,11 22:10,11  
 22:14 30:15,16  
 31:25 33:16 36:23  
 37:9 38:24

**INCIDENT** 1:4

**include** 27:23

**increasing** 2:12

**individual** 15:22

**individuals** 27:24  
 35:2

**industry** 5:19

**information** 2:17

**informed** 9:11

**inside** 6:2,7,8,12  
 9:6

**instances** 13:25

**instruction** 23:8

**intact** 8:6

**interview** 1:7 2:7,8  
 2:20 3:11 5:7,10  
 40:7

**INTERVIEWEE**  
 1:19

**investigation** 2:11  
 33:8 35:16

**Investigator** 4:18  
 4:20 24:15,24  
 25:4,9 33:5,11,14  
 33:24 34:4,10,13  
 34:24 35:5,7,12  
 35:15,21 36:2,10  
 36:15 38:15,22

**involved** 28:4

**involving** 2:10

**issues** 2:15

**It'll** 13:23

---

## J

---

**J-A-M-E-S** 5:16  
**Jacksonville** 1:10  
 2:6 33:7  
**James** 5:16  
**job** 3:14 5:22,24  
 6:16 7:18,20,21  
 7:22 15:18

---

## K

---

**keep** 7:25 9:11

17:12,13 39:25  
**keeps** 8:4  
 1:14 4:19  
 24:15 33:5 38:15  
**Kevin** 1:16 4:22  
 26:7,9,12 36:22  
 37:3 38:18  
**kick** 26:23  
**kind** 9:21 13:2 23:6  
 25:6 34:20 35:22  
 35:24 39:25  
**kingpin** 14:18  
 16:17,23  
**knew** 30:4  
**know** 6:15 9:8,9,14  
 11:22 14:11 19:21  
 20:1 23:16,18  
 24:22 25:20 26:4  
 26:11 29:4,14,23  
 31:18 36:11,12,13  
 36:24 37:13,15  
 38:25 39:20  
**knows** 13:6  
**Kucharski** 1:13 2:3  
 3:10,25 4:1 5:8,12  
 5:17 6:19,22,24  
 7:3,6,9,12,14,16  
 8:7,12,14,19,22  
 9:3,15,18,21,24  
 10:3,8,11 11:2,5,7  
 11:17 12:7,14,18  
 12:21 13:1,8 16:9  
 16:10,19 17:5,15  
 17:19,24 18:1,6  
 18:17 19:1,4,6,12  
 19:16 20:12,20,23  
 23:5,5,22,25 24:3  
 24:11 25:10 27:3  
 27:3,7,8,12,15  
 30:19 31:11,14,19  
 31:22 32:12,16,20  
 32:25 39:6,6,11  
 39:15,17,24 40:4  
 40:6

---

**L**


---

**lane** 20:1,2 21:19  
**lash** 11:24 12:1

15:19 24:4 30:24  
 30:25 31:5,5  
**lashed** 10:23 30:20  
**lasher** 5:23  
**lashing** 11:12 15:8  
 15:13,17 16:1  
 23:11,11,16 24:9  
 24:23 25:1 27:7  
 27:13,20,22 28:8  
 28:18,19,22,23  
 31:4,8  
**lashings** 8:15 24:19  
 26:14,18 28:14,14  
 29:7  
**lay** 15:7  
**leave** 17:2  
**leaves** 31:11  
**leaving** 33:7  
**left** 25:1  
**legal** 2:14  
**Lesley** 1:16 4:6  
**let's** 21:25 22:5  
**liability** 2:13  
**license** 2:14  
**lift-off** 27:24  
**lift-on** 27:24  
**limited** 3:3  
**line** 19:7 24:19,24  
 25:5  
**Lines** 2:10  
**list** 31:14  
**load** 27:9 32:21  
 39:2  
**loaded** 32:4,9 36:9  
**loading** 10:7 29:20  
**loads** 25:21 26:3  
**located** 17:9,11  
 19:13  
**locations** 37:22  
**lock** 10:20 13:23  
 17:12  
**locked** 10:20 13:18  
 14:13 17:2  
**locking** 17:12  
**locks** 10:19,21  
 13:17,22 14:13,17  
 16:13  
**log** 39:25

**LoLo** 9:7,10,24  
 10:17 11:18 12:18  
**long** 3:22 5:24 6:3,9  
 7:19 8:2 13:17  
 14:1 20:6,9 39:2  
**longshore-type**  
 7:10  
**look** 2:22 26:11,24  
 28:13 31:12 32:1  
 36:4  
**losing** 35:10  
**lot** 10:13 26:3,4  
 38:1  
**low-stretch** 25:6

---

**M**


---

**main** 10:7 11:19  
 21:10  
**making** 15:12 26:23  
**Management** 4:7  
 4:15,25  
**manual** 23:11,11,12  
**marine** 4:20 5:19  
**Marriott** 2:6  
**master** 31:14  
**mate** 26:13 27:10  
 39:14,15,17,18,20  
 39:21,23  
**mates** 26:22 39:7  
 39:12  
 1:13 5:2 11:9  
 25:16  
**matter** 18:21,23,24  
 19:25 22:4 31:8  
**mean** 9:16,19,25  
 13:3 16:15 23:14  
 25:20 26:10 29:16  
 30:10 36:4,11  
 37:3  
**Melissa** 1:15 4:24  
**members** 16:5 29:1  
 29:14 34:21 38:6  
**men** 28:7  
**mentioned** 11:17  
 17:6 18:8  
**mentioning** 23:3  
**Michael** 25:15  
**mid-ship** 20:15

**middle** 5:16 15:5  
 18:11 19:14,16,17  
 19:18 20:1,2,5,6  
 20:10 21:16  
**Mike** 1:13,14 4:1,9  
 4:11 14:5 16:10  
 23:5 27:3,8,18  
 33:14 37:19 39:6  
**Millar** 1:14 4:9,9  
 14:5,5,11,19,24  
 15:4,11,22,25  
 16:4,8 27:18,18  
 27:23 28:3,11,23  
 29:4,7 37:19,19  
 38:10  
**mind** 30:7 35:8  
**minor** 3:12  
**Monday** 1:9  
**morning** 7:23  
**move** 6:7 14:4  
**moved** 5:25  
**multiple** 14:22

---

**N**


---

**name** 4:6,9,13,19  
 5:14,14,16 25:14  
 30:4 39:10,11  
**National** 1:1,24 4:2  
**need** 13:7 28:14  
**needs** 9:9  
**Neither** 26:13  
**never** 11:13 28:18  
 28:21  
**new** 26:18 36:17,18  
**Newkirk** 32:18,24  
**nine** 6:18  
**Nope** 8:13  
**normal** 30:11  
**normally** 37:16  
**noticed** 16:4  
**NTSB** 1:4,13 2:13  
 3:6 33:15  
**number** 33:17  
 36:23  
**numerously** 24:19  
**nut** 13:22  
**nylon** 25:5

<p><b>O</b></p> <p><b>Objections</b> 3:6</p> <p><b>observed</b> 24:19 33:25 34:2,11</p> <p><b>obvious</b> 16:16</p> <p><b>obviously</b> 7:25 11:21,23</p> <p><b>occasions</b> 28:12</p> <p><b>October</b> 1:5,9 2:4</p> <p><b>off-button</b> 25:18</p> <p><b>offer</b> 2:13</p> <p><b>offloading</b> 29:20</p> <p><b>Oh</b> 39:14</p> <p><b>okay</b> 3:10,23 5:9,13 6:19 8:7 10:11,17 13:9 14:19 15:11 15:25 16:8 17:5 17:20 19:24 20:12 20:23,24 21:6,10 21:18,23 22:5,13 22:21 23:1,4 26:16,21 28:3,11 29:4 30:13,15 31:19 32:20 33:11 34:4,23 35:7 36:10,15 37:6,18 39:16,24 40:6</p> <p><b>once</b> 29:25</p> <p><b>one's</b> 28:14</p> <p><b>one-inch</b> 24:6,10 25:3</p> <p><b>ones</b> 22:14 26:18</p> <p><b>open</b> 6:4 37:4,16 38:4,5,9</p> <p><b>opened</b> 37:2</p> <p><b>operating</b> 5:25</p> <p><b>operation</b> 9:10 10:14 11:18,21 13:4,11 27:25 28:2,5</p> <p><b>operations</b> 4:2,11 4:23 5:3 7:24 9:6 27:20 29:20</p> <p><b>opportunity</b> 6:6</p> <p><b>opposed</b> 12:18</p> <p><b>outboard</b> 11:5</p> <p><b>outs</b> 34:17</p> <p><b>outside</b> 10:1,23</p>	<p>11:4 18:11,14,15 28:20 30:1</p> <p><b>owned</b> 2:10</p> <p><b>P</b></p> <p><b>P-R-O-C-E-E-D-I...</b> 2:1</p> <p><b>p.m</b> 2:2 40:9</p> <p><b>paint</b> 29:1</p> <p><b>part</b> 4:11,21,23,25 5:3</p> <p><b>PARTICIPANT</b> 24:13 32:6</p> <p><b>particular</b> 35:15</p> <p><b>parts</b> 8:6</p> <p><b>people</b> 27:19 28:3</p> <p><b>percent</b> 37:4</p> <p><b>Performance</b> 4:17 4:21 5:1</p> <p><b>performed</b> 40:1</p> <p><b>person</b> 6:11</p> <p><b>personal</b> 2:25 5:5</p> <p><b>personally</b> 29:24 35:9</p> <p><b>phonetic</b> 6:8 8:10 13:2 39:8,21</p> <p><b>physically</b> 20:14,16</p> <p><b>picking</b> 10:5,8</p> <p><b>piece</b> 11:22 15:14 16:12</p> <p><b>pieces</b> 8:6</p> <p><b>pin</b> 13:21 17:12</p> <p><b>place</b> 10:20 13:23 15:13,17 23:21</p> <p><b>places</b> 31:16</p> <p><b>placing</b> 6:11</p> <p><b>plan</b> 15:9</p> <p><b>plank</b> 6:7</p> <p><b>plans</b> 8:10 32:13</p> <p><b>plate</b> 14:16</p> <p><b>please</b> 25:12 31:25</p> <p><b>point</b> 11:22,25 14:2 16:10 21:16 31:6</p> <p><b>port</b> 7:10 18:13 19:22,23 21:11 33:20 39:7,12,17</p> <p><b>Portus</b> 1:16 4:7 5:5 5:21 6:22</p>	<p><b>position</b> 5:20 6:6 6:10,14,15,20 16:1</p> <p><b>positions</b> 6:4</p> <p><b>positive</b> 25:14 39:22</p> <p><b>powers</b> 2:17</p> <p><b>pre-stow</b> 32:13</p> <p><b>predominant</b> 8:24</p> <p><b>prepare</b> 7:22</p> <p><b>PRESENT</b> 1:19</p> <p><b>pretty</b> 6:1 23:13 29:10,13</p> <p><b>previous</b> 34:6</p> <p><b>prior</b> 33:7 35:2</p> <p><b>probable</b> 2:9</p> <p><b>probably</b> 6:4,13 13:21 29:16</p> <p><b>problems</b> 26:17 27:12</p> <p><b>produced</b> 1:24</p> <p><b>product</b> 25:6</p> <p><b>program</b> 27:4</p> <p><b>properly</b> 8:16</p> <p><b>provided</b> 1:24</p> <p><b>public</b> 2:18,18,21</p> <p><b>pull</b> 15:9</p> <p><b>purpose</b> 2:11</p> <p><b>purposes</b> 2:8 5:6</p> <p><b>pushing</b> 9:14</p> <p><b>put</b> 8:16 14:6 15:15 20:17 22:5,10 29:1,2 31:16</p> <p><b>putting</b> 10:6 28:10</p> <p><b>Q</b></p> <p><b>question</b> 3:17,18 3:20 25:11,14 30:14 33:15</p> <p><b>questions</b> 3:3,7,8 3:15,16 11:8 31:20 37:12 40:4</p> <p><b>quick</b> 12:8 23:3</p> <p><b>quickly</b> 6:1 29:10</p> <p><b>R</b></p> <p><b>ramp</b> 9:22 37:22</p> <p><b>rare</b> 38:14</p>	<p><b>Ray</b> 39:21</p> <p><b>real</b> 13:24 23:3 26:2</p> <p><b>really</b> 23:15 26:23 26:23,25</p> <p><b>rear</b> 14:8</p> <p><b>reason</b> 24:25 39:1</p> <p><b>recall</b> 26:6 33:16,21 35:8,9 36:18 37:11</p> <p><b>recollection</b> 25:19</p> <p><b>record</b> 5:9 9:15</p> <p><b>recreational</b> 35:23</p> <p><b>refrain</b> 3:7</p> <p><b>regular</b> 30:25 31:5</p> <p><b>related</b> 29:19</p> <p><b>relating</b> 40:1</p> <p><b>relationships</b> 30:2</p> <p><b>remember</b> 25:20,23 25:25,25 26:9,16 26:17 35:17,19,25 36:8,14,21 37:1</p> <p><b>repeat</b> 21:23</p> <p><b>replacements</b> 28:15</p> <p><b>report</b> 32:16,18,22</p> <p><b>representative</b> 2:24 2:25 3:1 5:6</p> <p><b>representative's</b> 3:2</p> <p><b>representing</b> 4:16</p> <p><b>requested</b> 26:14</p> <p><b>response</b> 40:5</p> <p><b>responsibilities</b> 8:8 8:9</p> <p><b>responsibility</b> 8:15</p> <p><b>responsible</b> 6:11 15:12</p> <p><b>résumé</b> 6:16</p> <p><b>retractor</b> 12:24</p> <p><b>right</b> 3:25 11:15 12:10 15:20 21:11 26:12 27:2 29:11 29:19 30:13 37:18</p> <p><b>Risk</b> 4:7</p> <p><b>Robert</b> 1:20 5:4</p> <p><b>rods</b> 10:24 11:12</p> <p><b>roll</b> 9:16,16,18,18 16:13</p>
---	--	--	---

**roll-out** 12:6 13:5,6  
13:11,18,20 14:16  
16:18,21,23 17:11  
17:23  
**rolling** 15:14 16:12  
36:12  
**RoLo** 2:10 13:4  
**Rolox** 13:2  
**room** 3:19 4:4  
33:18,18,20 36:24  
**rope** 24:9,23 25:1  
**RoRo** 6:1,5,8,10 9:2  
9:3,7,8,14,16  
11:19,21 13:10,11  
14:23 28:2 37:21  
**round** 13:20,21  
**rows** 11:5 19:24,24  
21:1  
**rubber** 12:15  
**rules** 3:12  
**run** 8:3,3 15:18  
20:15 36:2  
**running** 28:9

## S

**safety** 1:1,24 2:12  
4:3 7:22,23,24  
**sail** 16:5  
**sailboats** 35:22  
**sailed** 16:6  
**saw** 36:16,16  
**saying** 28:13  
**says** 23:12  
**Scuttle** 38:23  
**Scuttles** 38:22  
**Seafarers** 7:1,3  
**seasonal** 30:24  
**seasonally** 30:20  
**seasons** 30:20,21  
**SeaStar** 2:10 10:25  
23:10 29:2  
**SeaStar's** 23:15  
**second** 12:8 18:14  
19:2,4,15 21:19  
21:25 22:1,6,15  
22:23 37:21 38:20  
**secured** 10:16 15:1  
15:4 25:21

**security** 11:18  
**see** 29:13,17  
**seeing** 30:5 37:1  
**seen** 34:6,13,17  
**semi** 14:17  
**semi-trailer** 16:17  
**send** 37:24 38:2  
39:3  
**sending** 9:12  
**separate** 28:24  
**September** 32:9  
**Serridge** 1:15 4:24  
4:24  
**Services** 1:15,16  
4:8,22,25 26:7  
36:22  
**set** 2:7 3:12 14:24  
14:25  
**shared** 2:18  
**shell** 21:20 22:7,15  
**Shepherd** 1:15 4:13  
4:13 19:5 20:24  
21:3,6,10,18,23  
22:2,5,9,13,17,19  
22:21,24 23:1,4  
25:13,15 29:9,9  
29:13,16,23 30:3  
30:11,13,18 31:21  
31:23,24 32:10  
38:24  
**ship** 2:10 6:1 8:20  
9:4,5,6,19 12:16  
12:24 13:15 16:6  
16:13 18:11,16,21  
19:9,18 20:25  
21:14 29:3 33:9  
34:1 36:1  
**Shipping** 4:10,14  
**ships** 22:10 34:7  
**short** 7:20  
**shows** 23:7  
**shrink-wrapped**  
36:17  
**side** 17:22 18:13,14  
19:9,22,23 22:6  
29:2 33:20 35:10  
37:9,16  
**sides** 37:7

**simple** 11:23  
**sir** 3:9,24 5:11 6:21  
6:23 7:5,8 8:11,13  
8:21 9:17,20 11:6  
11:20 12:13,17,25  
15:24 16:3,7 19:2  
22:25 24:2 26:15  
26:20 27:6,11,14  
28:1 29:6 30:10  
30:17,22 31:13  
32:15 33:1 35:6  
35:11 36:3 40:3  
**sits** 12:3  
**sitting** 14:12,12  
17:13  
**SIU** 7:4 16:4,5  
**six** 12:4 14:7 18:9  
20:3 21:4 25:19  
**sixth** 14:25,25  
**small** 35:23  
**socket** 10:19  
**sorry** 31:23 32:11  
**sort** 15:12  
**space** 33:20  
**spaces** 38:11  
**specific** 3:15,16,20  
**specifically** 8:20  
33:23 36:1,8,13  
**spelling** 5:13  
**spend** 8:24,25 9:1,5  
**spin** 13:13  
**spots** 10:23 11:3  
20:3  
**stability** 8:12 32:14  
**stacked** 12:21  
**stacks** 35:13  
**stainless** 13:21  
**stand** 30:6  
**standard** 10:25  
20:6 24:1 25:5  
31:9,9  
**stands** 30:9  
**starboard** 18:14  
19:23,23  
**start** 3:14 5:13  
21:25 38:8 39:5  
**started** 5:23 6:1,7  
23:2

**stated** 15:11  
**stays** 17:3  
**steel** 13:19,21  
17:25 18:1  
**stern** 13:14 18:24  
19:1  
**Stith** 1:16 4:22,22  
26:7,7,12,12,16  
26:21 27:2 36:22  
36:22 37:1,6,11  
37:18  
**stock** 15:14 16:12  
36:12  
**Stocker** 1:16 4:6,6  
**stood** 30:16  
**stop** 2:16 3:18 11:7  
12:7 40:7  
**stow** 8:10 19:21  
26:11 32:13 33:2  
37:25 38:1  
**stowed** 19:8 35:17  
35:18,23  
**stows** 20:15 31:15  
32:14  
**strap** 24:7,11,12  
**strongest** 11:25  
**stuck** 16:18  
**stuff** 16:22,23 17:1  
17:1 35:24  
**subject** 36:18  
**submitted** 6:16  
**summary** 2:20  
**superstructure**  
34:25  
**supervise** 7:20  
**supervising** 10:14  
28:4  
**supervisor** 33:3  
**support** 27:24  
**supposed** 6:12  
31:4,5  
**sure** 8:3,4,4,15  
9:12 15:12,19,20  
17:2 25:7 26:23  
38:19 39:19  
**synthetic** 25:6  
**system** 34:14  
**Systems** 4:15

<p><b>T</b></p> <p><b>take</b> 16:14,20 29:3</p> <p><b>takes</b> 39:2</p> <p><b>talk</b> 3:4,13 11:19 34:4</p> <p><b>talked</b> 34:15</p> <p><b>talking</b> 8:23 11:3 12:9 29:17 31:3</p> <p><b>tank</b> 20:9</p> <p><b>tank-top</b> 21:11</p> <p><b>tell</b> 34:21</p> <p><b>term</b> 39:7</p> <p><b>testify</b> 3:1</p> <p><b>testing</b> 27:4</p> <p><b>thank</b> 5:8,17 10:11 16:8 18:6 23:4 25:9,15 29:8 30:18 32:10 37:18 40:8</p> <p><b>Thanks</b> 11:16</p> <p><b>thing</b> 3:18 11:25 22:17,18,19,22 24:10 29:19 30:8 33:10 36:5</p> <p><b>things</b> 3:14 9:19 16:21 29:19,20 31:15,16</p> <p><b>think</b> 6:17 13:8 20:24 26:10 37:8 37:9</p> <p><b>third</b> 11:12 14:24 18:15 20:4,8 21:12,14 22:17 36:23</p> <p><b>threaded</b> 13:22</p> <p><b>three</b> 6:13 10:22,22</p> <p><b>tight</b> 13:24</p> <p><b>time</b> 3:21,22 7:25 8:23,25 9:1,6 11:11 15:6,7 21:24 27:21 34:23 36:7 37:4,24 39:12,12</p> <p><b>times</b> 16:25</p> <p><b>tired</b> 31:3</p> <p><b>tires</b> 14:8</p> <p><b>today</b> 2:4 5:7</p> <p><b>told</b> 13:16</p>	<p><b>top</b> 10:2,4,6 12:21 20:9 28:6,7</p> <p><b>tossed</b> 28:24</p> <p><b>total</b> 12:4 28:6</p> <p><b>TOTE</b> 1:15,16 4:22 4:25 23:11 26:7 36:22 39:12</p> <p><b>tour</b> 24:18</p> <p><b>trailer</b> 14:17,18 17:13,23 36:17</p> <p><b>trailer's</b> 14:1</p> <p><b>trailers</b> 16:20,21 26:8</p> <p><b>transcript</b> 1:24 2:20</p> <p><b>transport</b> 35:18</p> <p><b>Transportation</b> 1:1 1:24 4:2</p> <p><b>trick</b> 16:13</p> <p><b>truck</b> 5:25 17:2,3</p> <p><b>trucks</b> 39:2,5</p> <p><b>truthfully</b> 26:11</p> <p><b>try</b> 11:23 17:1 19:19</p> <p><b>trying</b> 30:3</p> <p><b>tumble</b> 35:13</p> <p><b>turn</b> 10:24 23:19</p> <p><b>turnbuckle</b> 15:1</p> <p><b>twist</b> 10:21 14:13</p> <p><b>two</b> 6:13 9:6 10:22 10:22,23,24 11:4 11:5 12:3,5,5,5 14:7,8,9,9 18:10 18:14,18,19,19 19:11,12,24,24 20:6,10,15 21:16 21:20 28:6 30:20 34:7 38:2</p> <p><b>two-inch</b> 13:21</p> <p><b>type</b> 35:1</p> <p><b>types</b> 14:19</p> <p><b>typical</b> 27:19 38:10</p> <p><b>U</b></p> <p><b>U.S</b> 1:13,14 4:19</p> <p><b>Ultimately</b> 8:17</p> <p><b>understand</b> 30:3 35:20</p> <p><b>union</b> 6:25 7:2,7,21 8:8 16:2</p>	<p><b>unions</b> 7:9</p> <p><b>unlashing</b> 37:23 38:8 39:5</p> <p><b>unusual</b> 26:1,4</p> <p><b>use</b> 11:12 25:19</p> <p><b>usually</b> 7:23 11:23 27:22 29:1 34:21 37:25 39:20</p> <p><b>V</b></p> <p><b>vehicle</b> 24:20 34:16</p> <p><b>versions</b> 14:20</p> <p><b>vessel</b> 10:16 31:11 33:2,7,21 35:18</p> <p><b>vessels</b> 35:17,22</p> <p><b>vicinity</b> 33:17</p> <p><b>visited</b> 33:9</p> <p><b>voyage</b> 26:1 33:8 34:7 35:3,16 36:19</p> <p><b>voyages</b> 33:24 34:22</p> <p><b>W</b></p> <p><b>wait</b> 3:22 38:9</p> <p><b>walk</b> 37:22 38:11</p> <p><b>walking</b> 33:22</p> <p><b>wall</b> 18:16 21:13,14 21:20,22</p> <p><b>want</b> 15:8 16:13 19:7 24:6,6 25:12</p> <p><b>wasn't</b> 6:3 20:12 25:13</p> <p><b>watching</b> 9:2,13</p> <p><b>waterfront</b> 5:22</p> <p><b>watertight</b> 33:12,19 38:9</p> <p><b>way</b> 9:21 14:7,14 15:8,8 17:3 19:21 25:22</p> <p><b>ways</b> 38:20</p> <p><b>we'll</b> 3:13,18,21 12:24 22:10 31:8 34:4 37:24 38:2 40:7</p> <p><b>we're</b> 8:23</p> <p><b>wear</b> 34:20</p> <p><b>weather</b> 29:18</p>	<p><b>Web-strap</b> 24:14</p> <p><b>web-straps</b> 24:21</p> <p><b>Webbing</b> 24:13</p> <p><b>week</b> 32:5,6,7,11 36:5,5,5,6</p> <p><b>weekly</b> 29:11</p> <p><b>weeks</b> 25:21</p> <p><b>welded</b> 17:17,19 18:4,6</p> <p><b>welders</b> 35:1,4</p> <p><b>went</b> 11:18</p> <p><b>weren't</b> 25:22 26:2 26:3,8</p> <p><b>wheels</b> 12:15,15,19</p> <p><b>wing</b> 10:23 11:2 19:23,24</p> <p><b>wings</b> 18:12 19:9 38:20</p> <p><b>work</b> 6:24 7:10 8:20 10:1,3,13 23:21 29:20 30:23 32:13 40:1</p> <p><b>worked</b> 7:6</p> <p><b>working</b> 5:22 8:3,4 8:8 28:15 35:1</p> <p><b>works</b> 15:22</p> <p><b>wouldn't</b> 36:3</p> <p><b>wrapped</b> 20:18</p> <p><b>written</b> 23:8 39:25</p> <p><b>X</b></p> <p><b>Y</b></p> <p><b>Y</b> 5:16</p> <p><b>year</b> 6:10</p> <p><b>years</b> 6:5,13,18 23:14,17</p> <p><b>Yunque</b> 24:18 33:25 34:25 35:9 36:16</p> <p><b>Z</b></p> <p><b>0</b></p> <p><b>1</b></p> <p><b>1</b> 1:5</p> <p><b>12</b> 1:9</p> <p><b>12th</b> 2:4</p>
---	---	--	--

**14** 27:22  
**1416** 2:5  
**1458** 40:7  
**15-minute** 7:24  
**16** 27:22

---

**2**

---

**2:16** 2:2,5  
**2:58** 40:9  
**2015** 1:5,9 2:4  
**28th** 8:22 32:9,21  
**29th** 8:22 32:9,22  
**2A** 22:23,24 23:3,9

---

**3**

---

**3** 33:17 36:23 37:16  
 38:8,12  
**3A** 20:11 22:2,5,24  
 23:9

---

**4**

---

**40** 14:22  
**40-foot** 14:20,20  
**45** 14:22  
**48** 14:23

---

**5**

---

**5** 20:5 38:12  
**53** 14:23  
**5th** 32:3

---

**6**

---

**6th** 32:4

---

**7**

---



---

**8**

---



---

**9**

---

**90** 37:3



C E R T I F I C A T E

MATTER: El Faro Incident  
Accident No. DCA16MM001  
Interview of Anthony Callaway  
Jacksonville, Florida

DATE: 10-12-15

I hereby certify that the attached transcription of page 1 to 49 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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